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SATURDAY, AUGUST 29, 1914.

With Photogravure Presentation Plate, | SIXPENCE.
Field-Marshal Sir John French.

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THE CARE OF THE BELGIANS FOR THEIR DISABLED ENEMIES: A WOUNDED GERMAN "RAIDER" BROUGHT TO OSTEND QUAY
BY MOTOR-CAR.

The Belgians have treated the German wounded and German prisoners with every consideration, a fact which is well brought out by this photograph showing the arrival of a wounded German by motor-car at Ostend. A second alarm of the approach of Germans to Ostend took place there on the 25th, when news came of fighting with German cavalry close to the port. Soon afterwards several motor-cars raced through the streets to the Maritime Station, conveying wounded men—both Belgian and German—

who were placed on board a steamboat lying at the quay. Among them was a German cavalry officer, terribly wounded. "With as much tender care as if he had been one of their comrades," writes a correspondent of the "Telegraph," "the Belgian Red Cross men took him from the car, laid him on a stretcher, and carried him across the gangway on to the steamer." It will be noted that a stretcher ready for use is seen in the foreground of our photograph.

PHOTOGRAPH BY NEWSPAPER ILLUSTRATIONS.

PARLIAMENT.

LORD KITCHENER'S appearance as a Government spokesman was the most interesting feature of the proceedings at the reassembling of Parliament on Tuesday. Although he was raised to the Peerage in 1898, this was the first time he had addressed the House of Lords. Rising from the Government bench, he explained that while associating himself in the fullest degree, for the prosecution of the war, with his Ministerial colleagues, he did not belong to any political party. He read a statement from type-written sheets which he took from a despatch-box, declaring that our troops in their first conflict with the Germans had maintained the best traditions of British soldiers, and describing hopefully the arrangements being made for the increase of the army. His speech was listened to with close attention and was cheered cordially. A large number of members attended the sittings of the House of Commons, where a fresh series of emergency Bills were passed at a rapid rate with the assent and goodwill of all parties. The House displayed the utmost resolution in its demeanour; and although grave it seemed cheerful. Evidently the Ministers of the Crown were bearing their burden well; as a rule they looked fit and keen. Khaki uniforms worn by several members gave unusual variety to the scene.

OUR SUPPLEMENT: FIELD-MARSHAL
SIR JOHN FRENCH.

WITH this issue of *The Illustrated London News* we present our readers with a very fine photogravure plate of Field-Marshal Sir John French, Commander-in-Chief of the British Forces at the Front, from the painting by John St. Helier Lander. In the portrait Sir John French is shown in his full-dress as Colonel of the 19th Hussars, wearing all his medals and decorations. In this connection it is interesting to note that we have seldom had a cavalry Commander-in-Chief in the Field. The Duke of Wellington and Lord Wolseley were both infantrymen. Lord Roberts was in the artillery and Lord Kitchener in the Engineers; but Sir Evelyn Wood and General French were both originally in the Navy before joining the cavalry. Besides his war medals and a number of foreign decorations, Sir John French wears the insignia of a Knight Commander of St. Michael and St. George, a Grand Commander of the Bath, and a Grand Commander of the Victorian Order.

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BY G. K. CHESTERTON.

AMONG the many true and touching expressions of respect for the tragedy of the Vatican, most have commented on the fact that the late Pope was by birth a peasant. Yet few or none, I think, traced that truth to its most interesting and even tremendous conclusion. For the truth is that the old Papacy is practically the only authority in modern Europe in which it could have happened. It is the oldest, immeasurably the oldest, throne in Europe; and it is the only one that a peasant could climb. In semi-Asiatic States there are doubtless raids and usurpations. But these are of brigands rather than peasants: I speak of the pure peasant advanced for pure merit. This is the only real elective monarchy left in the world; and any peasant can still be elected to it.

There is something awful and uncanny about the brilliant blindness of the enlightened. Telescopes have they and they see not: telephones have they and they hear not: some secret paralysis in the mind or the knot of the nerves prevents them from being conscious of anything that is palpable and present. I was told in a debating club that wars were now practically impossible and out of date, while the newsboys were crying the ultimatum of Austria to Serbia. I dare say they are saying so still—in that debating club. And if I were to tell them that the modern scientific age has been, beyond and above all other ages, the Age of Militarism, they would call that plain fact a paradox. And as it has been with the old institution of arms, so it is to-day with the old institution of power in pedigree: It is much stronger to day than it has ever been before. It is infinitely stronger than it ought to be. Modern heredity is ancient hereditary right. There used to be many elected despots in the world: to-day there are very few. Wherever the power is personal it is accidental. The modern world believes in the poetic and sporting chance of primogeniture. To prove this we need do no more than allude to the earthly or unearthly circumstances in which we stand at this moment.

Whoever may be right or wrong, it is quite certain that the two central Empires now at war are made of many variegated bloods and histories. And it is quite certain that what holds each confederation together is not a public constitution, but simply a private family. The Austrian Emperor is trying to avenge his heir; and the German Emperor is trying to revive his grandfather. The feeling in both cases at least is not a constitutional sentiment: it is rather the sentiment that blood is thicker than ink. I think myself that the Hapsburgs have been wiser than the Hohenzollerns; understanding more of human nature and of the roots of such domestic despotism. For the House of Prussia points to its good luck; and if it once lost the luck, might lose all the loyalty. But the House of Austria rather points to its bad luck; and appeals, as did Maria Theresa, to men of many and alien races to rally round something simple, a babe, a woman, or an old man. I should not wonder if the calamities of the Austrian Empire have alone kept it together. In any case, we have a proof of the intense modernity of mere hereditary right. The tribes and clans that could not be kept together by any State are kept together by a surname. The family is larger than the nation.

But as compared with the case of the late Pope, the case of republican and "representative" rulers is just as strong. I do not remember that a real peasant has lately been President in France. I am quite positive that a real workman has not been Prime Minister in England. It must be confessed, I fear, that the longest and slowest of all such ladders of advance is the electioneering ladder. There is, of course, the very respectable and highly conservative

person called a Labour Member. But how far he has travelled from the average workman! And how far he still is from the average Front Bench Man! In America, I suppose (at least I was told so in my youth) there was such a thing as "From Log Cabin to White House." As a boy I thought the change of residence a deplorable deterioration in the sense of the picturesque. But, for good or ill, is there any British record "From Cabinet-Maker to Cabinet Minister"? Does any modern politician, however republican, think it natural to imitate Cincinnatus? Does he, at any casual moment, cast aside the paludamentum and go back to the plough? Has he through life the speech and manhood and unmistakable make-up of the class from which he came? Even in high and heroic republics, like those of France and of Switzerland, can one say that the ruler is really the plain man in power?

Now all the evidence, from foes as much as friends, attests that this was really true of the great priest who lately gave back to God the most tremendous power in the world. Those who admired him most, admired the simplicity and sanity of a peasant. Those who murmured against him most, complained of the obstinacy and reluctance of a peasant. But for that very reason it was clear that the oldest representative institution of Europe is working: when all the new ones have broken down. It is still possible to get the strong, patient, humorous type that keeps cheerfulness and charity alive among millions, alive and supreme in an official institution. But I think it would puzzle the Parliamentarians, and the Suffragists, and the Proportional Representationists, and all the other correctors of our complex machine, to tell me where else it has been possible: except in that place now empty.

As has been pointed out, with subtle power and all proper delicacy, in numberless liberal and large-minded journals, the great and good priest now dead had all the prejudices of a peasant. He had a prejudice to the effect that the mystical word "Yes" should be distinguished from the equally unfathomable expression "No." Many travellers wandering in peasant countries have found traces of this belief. Mr. W. B. Yeats, in his most beautiful poem, exactly answers the peasant's instinct for exactitude: for the green arithmetic of ordered fields. "Nine bean rows will I have there." Many of the merely aristocratic poets, Shelley or Goethe, might have said nineteen bean-rows, or ninety; and Byron, when his blood was up, would have said nine hundred. But Mr. Yeats comes from a land of peasants; and he knows how many beans make nine. This obstinate belief that twice two is four, and three times three is nine, undoubtedly possessed the great peasant's intelligence when he argued with all the Intelligentsia of Europe. They were the finest intellects of the age. They said so; and they ought to know. The Pope never pretended to have an extraordinary intellect; but he professed to be right; and he was. All honest Atheists, all honest Calvinists, all honest men who mean anything, or believe or deny anything, will have reason to thank their stars (a heathen habit) for the peasant in that high place. He killed the huge heresy that two heads are better than one; when they grow on the same neck. He killed the Pragmatist idea of eating a cake and having it. He left people to agree with his creed or disagree with it; but not free to misrepresent it. It was exactly what any peasant taken from any of our hills and plains would have said. But there was something more in him that would not have been in the ordinary peasant. For all this time he had wept for our tears; and he broke his heart for our bloodshed.

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THE REVELATION OF THE GREAT SECRET: HOW OUR TROOPS LANDED.

Drawing by FRÉDÉRIC DE HAENEN; PHOTOGRAPHS BY L.N.A., ILLUS. BURRAU, AND UNDERWOOD AND UNDERWOOD.

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I have been admitted into hospital
{ sick } and am going on well.
{ wounded } and hope to be discharged soon.
I am being sent down to the base.

I have received your { letter.
telegram.
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Letter follows at first opportunity.

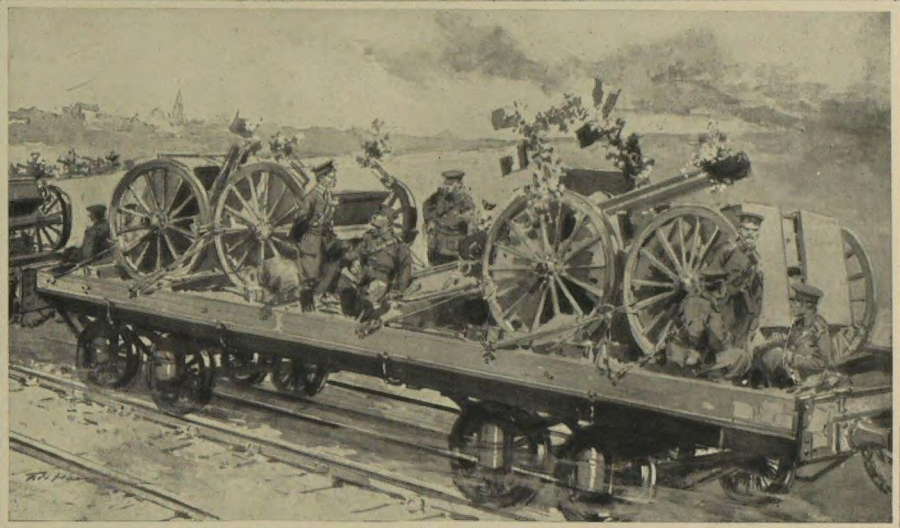
I have received no letter from you

{ lately.
for a long time.

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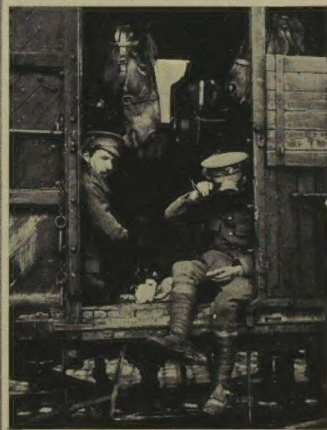
A FRENCH WELCOME TO OUR GUNNERS: FLOWER AND FLAG-DECKED CANNON ON THE WAY TO THE FRONT.



HOW THE HORSES WERE SLUNG ASHORE: A CAVALRY TRANSPORT ALONGSIDE THE QUAY AT BOULOGNE.



"TOMMY ATKINS" ON CAMPAIGN: A PLOU-PILOU WATCHING A BRITISH COMRADE AT HIS TOILETTE.



BRITISH TROOPERS SNATCH A MEAL EN ROUTE: AT DINNER IN A HORSE-BOX.



HIGHLANDERS LEAVING BOULOGNE FOR THE FRONT: ON THE MARCH TO THE RAILWAY STATION.

It is only from Boulogne and its neighbourhood that Press narratives and photographs of the disembarking of the British Expeditionary Force have been allowed as yet to come. Sir John French landed there, crossing in a destroyer, and among the officers of his staff, we are told, was the Duke of Westminster. Says a correspondent describing the arrival of the first contingent of our troops landed at Boulogne: "Troop-ships have

been arriving all day—big cargo-ships crowded with numbers, from 1000 to 1500 on deck. They cheered to beat the band as they came alongside, and answered the shouts of those on shore and the frantic greetings of the crews of the torpedo-boats in harbour." Our illustrations show various incidents of the landing and of the train journey to the front. The British troops are in splendid spirits.

THE FIRST DRAWING OF THE BRITISH EXPEDITIONARY FORCE IN ACTION IN FRANCE: FROM A SKETCH BY LOUIS WEIRTER.

DRAWN BY R. CATON WOODVILLE FROM A SKETCH BY LOUIS WEIRTER, WHO ACTUALLY SAW THE MOVEMENT IN QUESTION.



"WE ARE ALL PROUD OF THEM": BRITISH FIELD ARTILLERY GALLOPING TO ACTION ALONG THE ROAD TO MONS, NEAR WHICH THEY FIRST ENCOUNTERED THE GERMANS.

Lord Kitchener, in making his great speech in the House of Lords on August 25 dealing with the military situation, said: "The Expeditionary Force has taken the field on the French north-west frontier and advanced to the neighbourhood of Mons in Belgium. Our troops have already been for thirty-six hours in contact with a superior force of German invaders. During that time they have maintained the traditions of British soldiers and have behaved with the utmost gallantry. The movements which they have been called upon to execute have been those which demand the greatest steadiness in the soldiers and skill in their commanders. Sir John French telegraphed to me at midnight, as follows: 'In spite of hard

marching and fighting, the British force is in the best of spirits'; and I replied: 'Congratulate troops on their splendid work. We are all proud of them.' " Some particulars as to the part taken by the British force in the first operations of the great battle were given by the Paris correspondent of the "Times." Of special interest is his statement that "eye-witnesses of the opening stages of the German attack upon Mons relate that the British artillery seemed to be better served than that of the enemy, and the batteries posted in the wooded hills to the south of the town inflicted heavy losses on the Germans. The British were apparently doing more than holding their own."—[Drawing Copyrighted in the United States and Canada.]



THE GREAT WAR.

By CHARLES LOWE



UP to the time of writing—Wednesday morning—the war, on the whole, shows a balance in favour of the nations allied against Germany and Austria—which are now seven in number, namely, England, France, Russia, Belgium, Servia, Montenegro, and Japan—the latest recruit to the league against international law-breakers, or anti-burglar alliance.

Japan has begun very well at Tsing-tao, the German fortress of Kiao-Chau, where "the mailed fist" was first menacingly shaken by the Kaiser's sailor-brother, Prince Henry; and her solidarity with her British allies, of the treaty kind, will be felt by her to have been sealed afresh by the blood of our bluejackets, who were the first to fall for the same cause in the Far East. It comes to this—that Kiao-Chau may now be regarded as lost to Germany.

It is no good the German Press pretending indifference to the loss of all the Empire's over-sea possessions, since they will have to be restored to it by the conditions of peace at the end of the war; for that they never will be. German New Guinea goes to Australia; South-West Africa to the Union; East Africa to ourselves—so that the Cape-to-Cairo line will henceforth pass entirely through British territory.

In the south-east of Europe, on the Drina, the Austrians have suffered a perfect *débâcle*—quite as bad, if on a smaller scale, as that at Sedan described by Zola; and the mere enumeration of the trophies captured by the Servians, which bore the clear impress of truth, was worth a column of lurid description by correspondents who are never now, in any part of the seat of war, allowed to go to the front.

The truth is, as the course of the war has already shown, that most of the word-pictures and statements offered to the public have not been in the nature of first-hand and eye-witness evidence, and that they have been characterised by much exaggeration, with their "annihilation," "decimation," "cutting up," and "wiping out"—not only of whole regiments, three in a bunch, but also of whole divisions, one of which—as in the case of our own army—consists of twelve battalions.

Chastened by reverses on the Drina, the Austrians have now decided to convert their crushing campaign against the Servians into a mere "punitive expedition"—such as we ourselves have often had to send against unruly tribes on the Indian frontier; but it really looks as if most of the punishment were to come from the Servian side. Viewed in the light of Austria's disaster on the Drina, her ultimatum of July 23, which was the *causa causans* of this world-war, assumes an aspect which would be tragical but for its element of the positive farce.

The Austrians must be all the more constrained to rest content with simple "punishment" of the Servians, since they must now have realised that their presence is imperatively needed on the line of the Carpathians to prevent the Russians from pouring like an irresistible flood into Galicia, and also to join hands with the Germans in dealing with a similar deluge in East Prussia, Posen, and Silesia. Of the fighting on the Austro-Russian frontier very little news has come through; but, unless the bulletins are unusually one-sided and mendacious—as they so often were in the days of Napoleon, who was not only the greatest leader, but also the greatest liar of his time—the fortune of the preliminary fighting seems to have been mostly in favour of the Tsar's battalions. And who can doubt it? The whole thing is a simple sum in the rule of three. If the Austrians are bested by inferior numbers of Servians on the Drina, how shall they ever make good their stand against the inexhaustible legions of the Tsar on the Theiss and the Vistula?

Lower down towards its mouth, at Dantzig, the Vistula threatens to become the early scene of another disaster to the German arms; for, so far, they have met with nothing but reverses since the Russians of Rennenkampf began to surge across the frontier and penetrate "far into the bowels of the land." This is the General Rennenkampf—a name, which, being literally interpreted, simply means "running contest," or "foot-race"—who commanded the Russian cavalry in Manchuria: though I do not remember that he ever did the least good with his Cossacks, or influenced the campaign in any way. But on German ground, which must evidently have been the cradle of his

Zorndorf and Kunersdorf, of which Carlyle's description is now well worth reading in view of the coming encounters in the same region. Frederick at first affected to despise the Russians as a mere rabble; but his Scottish Field-Marshal, Keith, who had served with and knew them better than his Prussian master, drily remarked that he hoped his Majesty would continue to be of the same opinion after being once at hand-grips with them. "I am lost," exclaimed Frederick, at Kunersdorf, to a friend, "adieu for ever!"

But, as touching Rennenkampf and his Russians, I feel certain that the Germans now spending their efforts on the Meuse and the Sambre—is not one of the most stirring marches of the French Army called "Sambre et Meuse"—and breaking their teeth (for the first time) on British bullets and bayonets—that these Germans, I say, are thinking quite as much, if not more, about Rennenkampf in their rear than of Generals Joffre and French on their far-flung battle-front. *Post equitem sedes atra cura*—that is to say, every Uhlan now pricking forward in the land of France feels that he has got something or somebody sitting behind the cantle of his saddle like the honest country folk—man and woman—who used to ride pillion to church or market; and, in the case of the Prussian Lancers, this figure takes the form of the Horatian "black care," gnawing anxiety about the onmarch of Rennenkampf, "swift of foot," and his multitudinous Russians.

I said that Germany was now opposed by seven banded Powers, but I forgot that there is still another—the most formidable, perhaps, of all, and that is Time, which has so far gained precious victories for the Allies—especially for Rennenkampf and his Cossacks, who are looking forward to the pleasure of stabling their horses at Potsdam within the reasonable period of six weeks.

Meanwhile, the public should remember that war is always a question of give and take—except in the case of the Drina, where it has all been "take"; and that no campaign nowadays can be expected to be a walk-over for either side; that allowance must always be made for "the fog of war" shrouding operations; and that a strategic retirement does not necessarily mean defeat. For example, General Joffre's retreat from the line of the Sambre, after the fall of Namur, to a better defensive position in the rear was a movement of exactly the same kind as Wellington's falling back from Quatre Bras to Waterloo. At the Cross Roads the Duke had beaten Ney, while Blücher, on the other hand, several miles away on his left, had in turn been worsted by Bonaparte; and as the defeated Prussians had to fall back on Wavre, so equally did the victorious British to Waterloo. It was only a question of *un peu reculer pour mieux sauter*, and Waterloo was the result.

So perhaps we shall have another and a greater battle of the same kind, in the same historic region; and it is a good augury of this result that one of the first to fall on our side in the present conflict was the Earl of Leven and Melville, an officer in the Scots Greys, whose victorious shout of "Scotland for ever!" must still be lingering in faintly dying echoes on the Belgian plain.

If any one man ever voiced the feeling of a whole nation it was when Lord Kitchener telegraphed "We are all proud of you!" to our victorious soldiers at the front—victorious in the sense that Wellington's men also were at Quatre Bras, though compelled by the strategical necessities of the case to retire on a better defensive position at Waterloo. It was here where British soldiers fought what Moltke once pronounced to be the finest battle of the defensive kind in all history, with the addition that none but British troops could have done it. They gave the French a lesson then; and now, in turn—almost in the same place—they are setting them an example. LONDON, AUGUST 26.



THE BISHOP OF LONDON TAKES THE FIELD: DR. WINNINGTON INGRAM IN HIS SERVICE KIT.

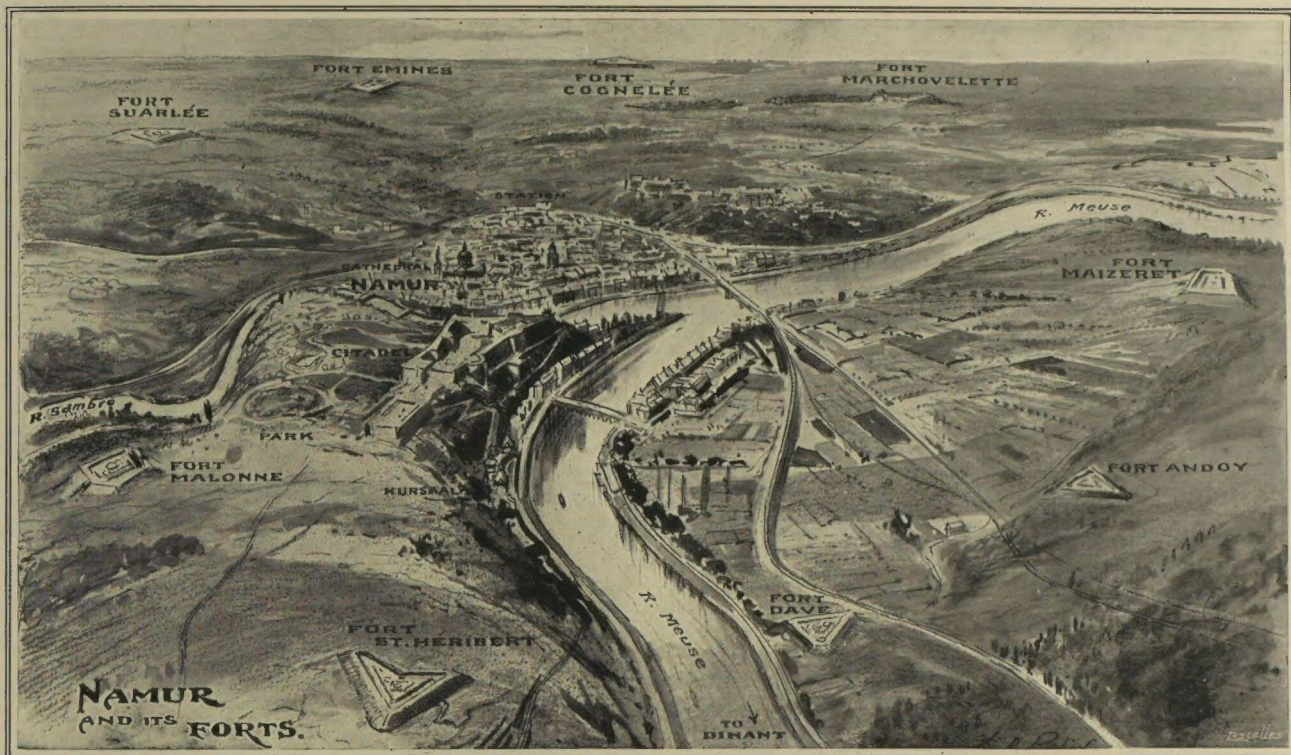
The Bishop of London, as Chaplain of the London Rifle Brigade (5th City of London Territorials), has declared his intention of accompanying his battalion in the field wherever it may be ordered to serve during the next six weeks. Our illustration shows the Bishop in his service uniform. He has been Chaplain to the Corps for some years past, and has made it a point every summer to serve with it during its annual training under canvas. On these occasions he has lived in a tent like any other officer, marching on foot daily with the troops, in the evenings taking his part in the camp amusements, and on Sundays conducting the camp services.—[Photograph by Russell.]

race, it will doubtless be different. A fighting man is generally at his best when his foot is on his native heath—as in the case of Rob Roy.

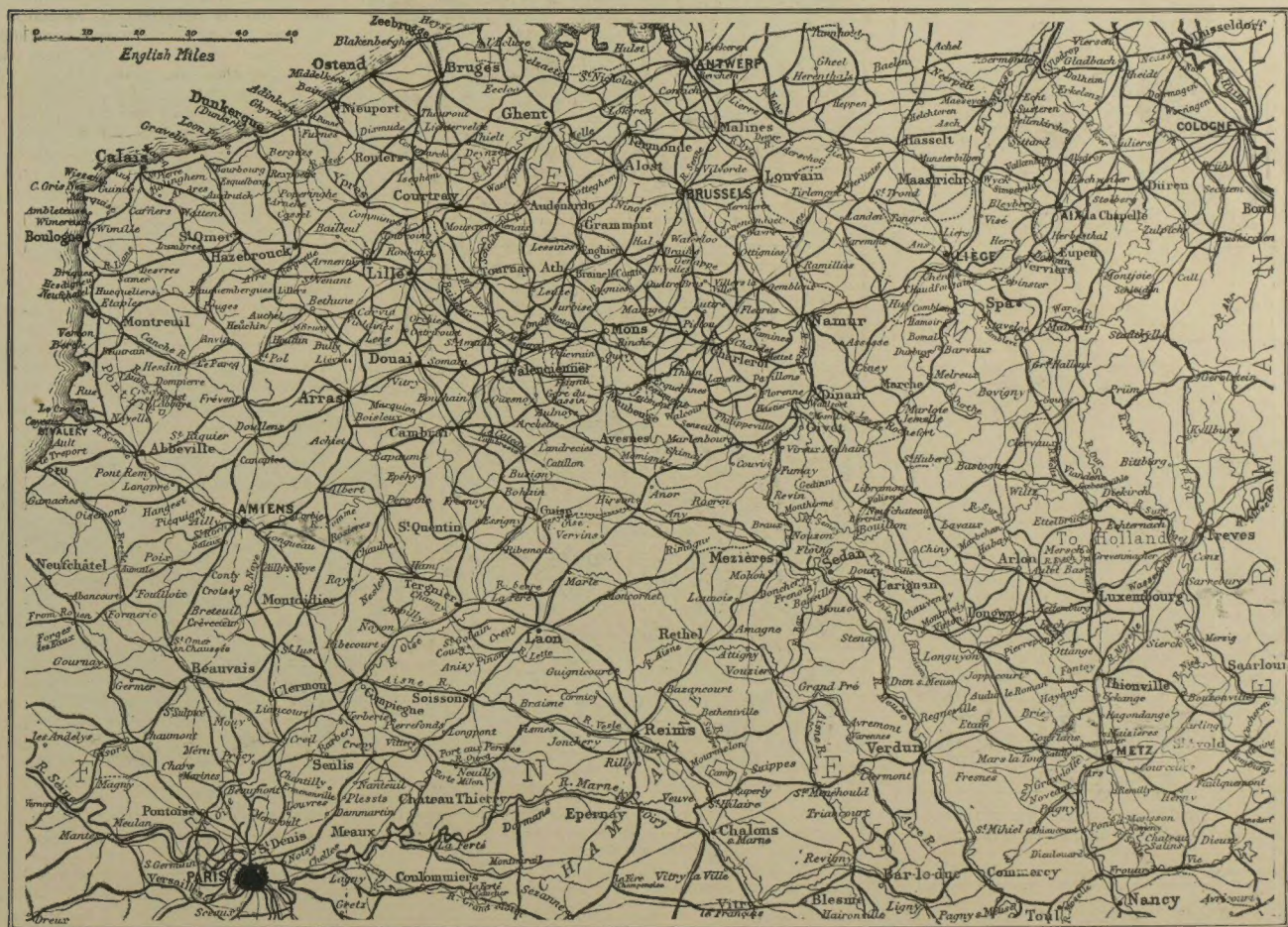
So we shall look with equal hope and confidence to Rennenkampf and his swarming regiments, whether of cavalry or foot-folk, who will doubtless revive the terror of the Russian name instilled into the minds of the Prussian people by the indomitable deportment of the Russian troops of Pormor at two of the bloodiest battles of the Seven Years War—

THE GREAT WAR: A FALLEN FORTRESS, AND THE WESTERN THEATRE.

MAP BY MESSRS. J. BARTHOLOMEW AND CO., REPRODUCED BY COURTESY OF MESSRS. A. AND C. BLACK; DRAWING BY W. B. ROBINSON.



IN GERMAN HANDS: NAMUR, WHICH WAS REPORTED TO HAVE FALLEN ON AUGUST 23—SHOWING ITS CIRCLE OF FORTS.



WHERE BRITAIN, FRANCE, AND BELGIUM ARE FIGHTING GERMANY FOR THE LIBERTY OF EUROPE: BELGIUM AND NORTHERN FRANCE, THE AREA OF THE GREAT CONFLICT.

The reported fall of Namur, which had been regarded as stronger than Liège, was considered to be a serious and unexpected blow to the Allies, and necessitated (to quote the Official Press Bureau) "a withdrawal of a portion of the Allied troops from the line of the Sambre to their original defensive position on the French

frontier." It has been pointed out that even if the French should be unable to make a prolonged defence of the line between Lille and Maubeuge, there is a second line of prepared defences between La Fère, Laon, and Reims, and on the Falaïses de Champagne, while at their back is the immense girdle of forts round Paris.

IN DESPATCHES, CASUALTY LISTS, AND NEWS: WAR PERSONALITIES.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, BIBBER, RECORD PRESS, C.N., TELLMANN, L.N.A., BARNETT, TOPICAL, AND RUSSELL.



SERG-MAJOR D. S. JILLINGS, R.F.C.,
Wounded on August 22 and progressing
favourably.

THE CROWN PRINCE OF BAVARIA,
Commander of the German forces
in Lorraine.

GENERAL PAU,
The one-armed leader of the French forces
in Alsace.

GENERAL RENNENKAMPF,
Leader of the victorious Russians in
East Prussia.



M. ADOLPH MAX,
The gallant Burgomaster of Brussels.



GENERAL SIXTUS VON ARNIM,
Commander of the German army of occupation at Brussels.



LIEUTENANT THE EARL OF LEVEN AND MELVILLE,
Dangerously wounded on August 22.



LIEUTENANT-GENERAL SIR DOUGLAS HAIG,
Praised officially for his skill in commanding the
First Army Corps.



M. PÉGOUD (ON THE LEFT),
The famous French aviator who made a daring raid
over German territory.



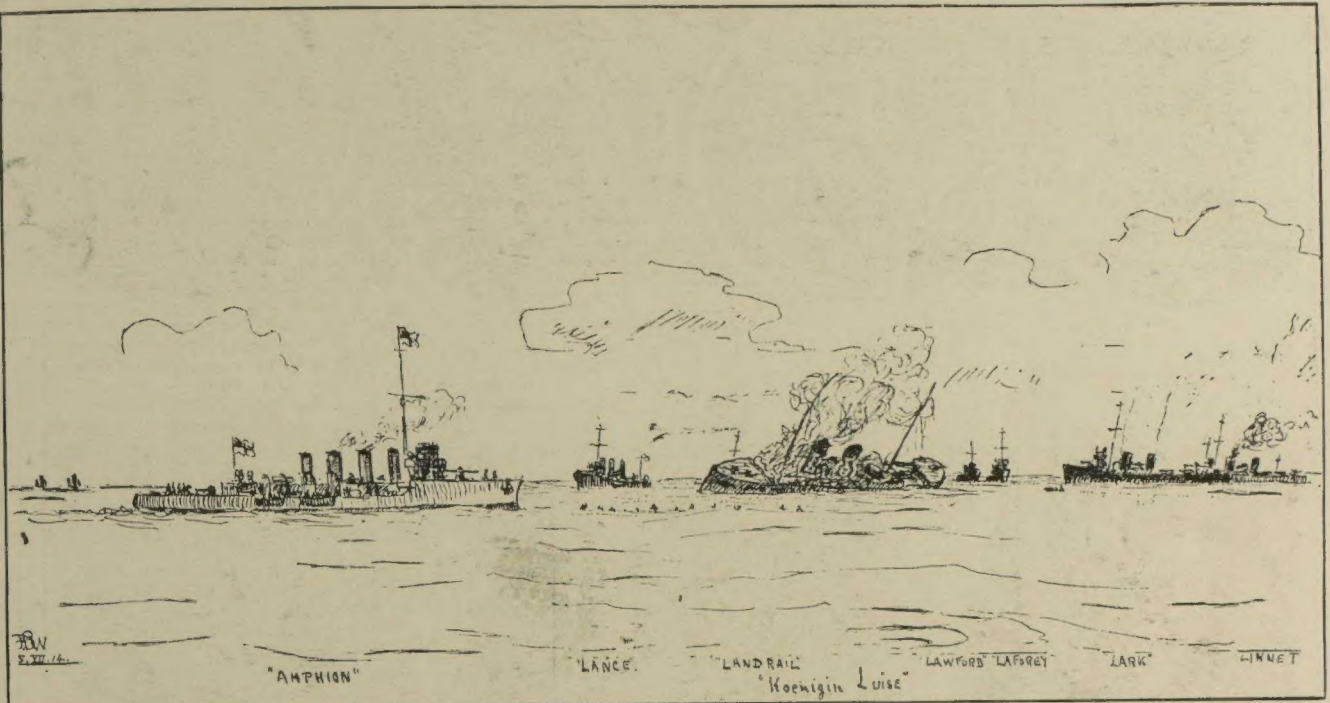
GENERAL SIR H. SMITH-DORRIEN,
Praised officially for his skill in handling the Second
Army Corps.

The list of casualties to the British Expeditionary Force issued on the 25th contained the following passage:—"Wounded. Lieutenant the Earl of Leven and Melville, 2nd Dragoons (Royal Scots Greys), dangerously wounded, August 22. No. 9 Sergeant-Major D. S. Jillings, Royal Flying Corps, wounded August 22, progressing favourably."—Prince Rupert of Bavaria, Heir-Apparent to his father, Ludwig III., is in command of the German forces in Lorraine.—General Pau, the veteran leader of the French troops in Alsace, lost his right arm in the Franco-Prussian War of 1870.—General Rennenkampf, the leader of the Russians invading Germany, distinguished himself in the Russo-Japanese

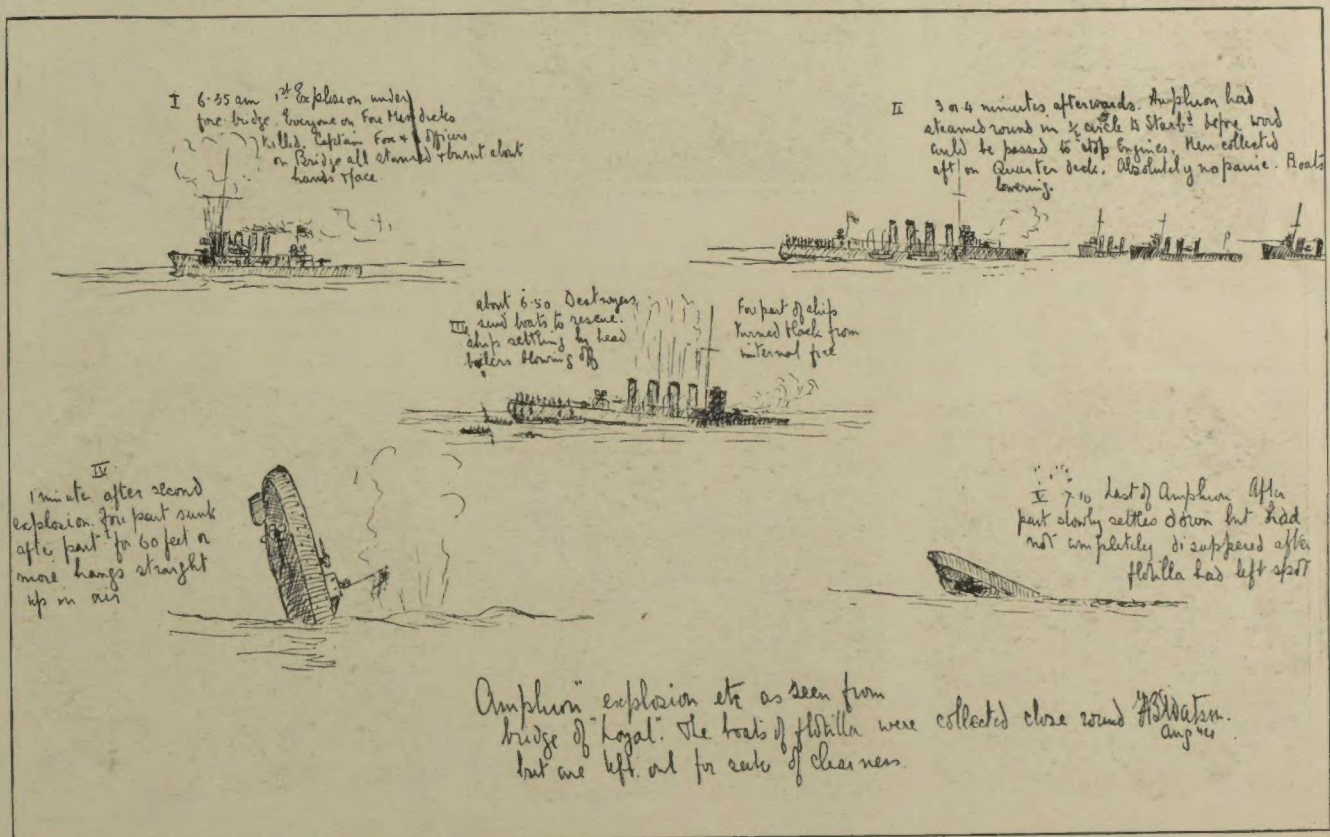
War.—M. Adolph Max, the Burgomaster of Brussels, showed great courage and prudence in treating with the German General, Von Arnim, and in handling the situation in the city when the Germans made their entry.—The Press Bureau on August 25 said with reference to the British force in action that "the movement had been executed with great skill by the commanders of the First and Second Army Corps."—M. Pégoud, it is said, recently made a daring flight of some 190 miles over German territory and blew up two convoys by bombs. The wings of his machine were reported to have been riddled by 97 bullets.

THE "AMPHION": SKETCHES BY AN OFFICER PRESENT AT THE ACTION.

REPRODUCED IN FACSIMILE FROM SKETCHES BY LIEUTENANT-COMMANDER F. BURGESS WATSON, R.N., OF H.M.S. "LOYAL," THIRD DESTROYER FLOTILLA.



AS SEEN FROM THE BRIDGE OF H.M.S. "LOYAL" DURING THE ACTION: THE SINKING OF THE GERMAN MINE-LAYER "KÖNIGIN LUISE."



AS SEEN FROM THE BRIDGE OF H.M.S. "LOYAL": THE SUCCESSIVE STAGES IN THE BLOWING-UP OF THE BRITISH LIGHT CRUISER "AMPHION."

These sketches are of remarkable interest as having been made on the spot by an officer who took part in the pursuit of the "Königin Luise," and saw the sinking of the "Amphion." With regard to the upper drawing, which is dated August 5, about 12.30 p.m., the officer in question, Lieutenant-Commander F. Burgess Watson, writes: "The 'Königin Luise' was sighted at 10.30, chased by the 'Lance' and 'Landrail,' who brought her to action half an hour later. The 'Lark' and 'Linnet' joined in the chase when fire had been opened by the 'Lance' and 'Landrail.' About 12 o'clock the whole flotilla joined in the chase, but by then the 'Königin Luise' had been badly damaged and her speed reduced. Her men jumped overboard about 12.15, but she went on at slow speed and turned an almost complete circle to port,

slowly settling on to her port side. About 43 of her men were picked up, some badly wounded. Her complement was 100. Of these 43, 20 were taken into the 'Amphion,' and only two of these survived the 'Amphion's' wreck next morning." At the time of the lower sketch, which shows the blowing-up of the "Amphion," the boats of the flotilla were collected close round her, but have been left out of the drawing for the sake of clearness. These sketches, we may mention, were addressed to "The Illustrated London News"—"To be retained at G.P.O. for such period as may be directed by Admiralty." We would also point out to naval and military men on active service that we are always glad to receive sketches of this kind, which, if used, will, of course, be paid for liberally.—[Drawings Copyrighted in the United States and Canada.]

FROM A SKETCH BY A NAVAL OFFICER WHO TOOK PART IN THE "KÖNIGIN LUISE"—"AMPHION" ACTION.

DRAWN BY NORMAN WILKINSON FROM A SKETCH BY LIEUTENANT-COMMANDER

F. BURGESS WATSON, R.N., OF H.M.S. "LOYAL," THIRD DESTROYER FLOTILLA.



THE END OF H.M.S. "AMPHION": THE SECOND AND FINAL OF THE EXPLOSIONS WHICH SANK

It will be recalled that H.M.S. "Amphion," with the Third Flotilla, sank the German mine-layer, "Königin Luise," on August 5. The "Amphion" on her return course next morning struck a mine. Instantly a sheet of flame enveloped the bridge and rendered the Captain insensible, so that he fell on to the fore-and-aft bridge. As soon as the Captain recovered, he ran to the engine-room and stopped the engines. As all the fore part was on fire, it proved impossible to reach the bridge or flood the fore magazine. The ship's back appeared to be broken, and she was already settling down. By the time the destroyers closed, it was clearly time to abandon the ship. The men fell in for this purpose with perfect composure, and twenty minutes after the mine was struck, men, officers, and Captain had left the ship. Three minutes after the Captain had left, a second explosion occurred. In

THE BRITISH SHIP AFTER THE GERMAN MINE-LAYER "KÖNIGIN LUISE" HAD BEEN SUNK.

the Press Bureau's account it says of this: "The effects show she must have struck a second mine, which exploded the fore magazine"; but it may be noted that Lieutenant-Commander F. Burgess Watson notes on his sketch: "Second and final explosion in 'Amphion': magazines explode as result of fire on fore mess-decks and below." He adds further: "Everyone alive had been removed. Several casualties occurred in destroyers from falling wreckage. On board the 'Lark' a shell fell from the result of this explosion. It exploded and killed two of the 'Amphion's' men and one German prisoner who had just been rescued. This German had, therefore, escaped two disasters only to be killed by falling debris." We may add that other sketches by the officer who supplied that on which the above drawing is based will be found on another page in this issue.—[Drawing Copyrighted in the United States and Canada.]

MODERN NAVAL WARFARE: III.—ADVANCE IN SCIENTIFIC GUNNERY.

MEANS AND METHODS OF QUICK HITTING. By A NAVAL EXPERT.

IN spite of the claims which have been made for some of the newer appliances of naval war, our seamen as a whole continue to pin their faith to the gun, which they hold will still be found to be the decisive weapon in a maritime conflict. In size and efficiency and destructive power it has been enormously improved since the battle of Tsushima was fought. It has, moreover, been supplied with many novel appliances for enhancing its value. New methods of mounting have been evolved; the ammunition can be supplied more quickly; precision of aim has been rendered more secure and certain by new sighting and control arrangements; the number of aimed rounds which can be fired in a given time is much higher; and in other ways its use at the longer ranges at which fighting may now be expected has been made more effective and reliable.

This war ought, among other things, to decide which is the better system of manufacturing big guns. In the British Navy they are manufactured on the wire-wound system, which originated in 1850 in America; although it was not until 1892 that the Armstrong firm, after a previous trial, made such a success with it as led to its adoption by the Government. In Germany, the built-up principle is still favoured. The method of winding wire on to the barrel of the gun gives better circumferential strength than can be obtained for the same weight with hoops; while the strain upon the wire, and therefore the support to the barrel, can be regulated to the smallest extent. On the other hand, the Germans claim that their system of solid-built guns makes for longitudinal or girder strength, and resists the tendency to bend. Their guns are made in sections or hoops which are blocked or welded together. Incidentally, it may be said that this is a quicker method of manufacture, as the various parts can be made at the same time and their fitting together does not take long; whereas the winding of many miles of steel wire round the inner tube of a British gun cannot be done so quickly. A battle-ship with eight big guns, for instance, has been known to have no less than 1000 miles of wire wound round them altogether. One important advantage of wire-wound guns is that a new inner-tube may be fitted over and over again, so that a weapon becoming worn after a certain amount of use may be given a new lease of life by the re-lining process.

At the time of the Russo-Japanese War several ships on either side were armed with 12-inch guns, but these were not of the same size or power as those of the early Dreadnoughts in the British and other navies. There are other ways of obtaining a gun of enhanced power than by increasing the diameter of the bore. In our own Service, the ships of 1905 were being armed with a 12-inch gun of 40 calibres—that is to say, the length of the gun was forty times the diameter of the bore, or 480 inches. The first Dreadnoughts, however, those of 1906-7, have 12-inch guns of 45 calibres; while those launched from 1908 to 1910 have 50-calibre weapons. In these steps of advance one of the main objects has been to increase the amount of bursting charge carried by the projectile, and thereby to add to the extent of the damage

which could be inflicted. The weight of the cordite charge rose from the 155 lb. of the 40-calibre gun to the 285 lb. of the 50-calibre weapon.

In 1909, however, a far-reaching advance was made by the adoption of the 13.5-inch gun for six of the eight big ships sanctioned by Parliament in that year. Mr. Churchill, who came to the Admiralty two years later, has said that he does not believe there was in recent times any more daring, and certainly no more successful, step taken in naval policy than this. In the 13.5-inch gun, as compared with the newest 12-inch, the weight was increased from 65 to 76 tons, and the weight of projectile from 850 to 1250 lb. A later type fires a shell of 1400 lb. We have now in service thirteen battle-ships and battle-cruisers armed with 13.5-inch guns, while no other European Power has a single completed vessel mounting a heavier gun than 12-inch.

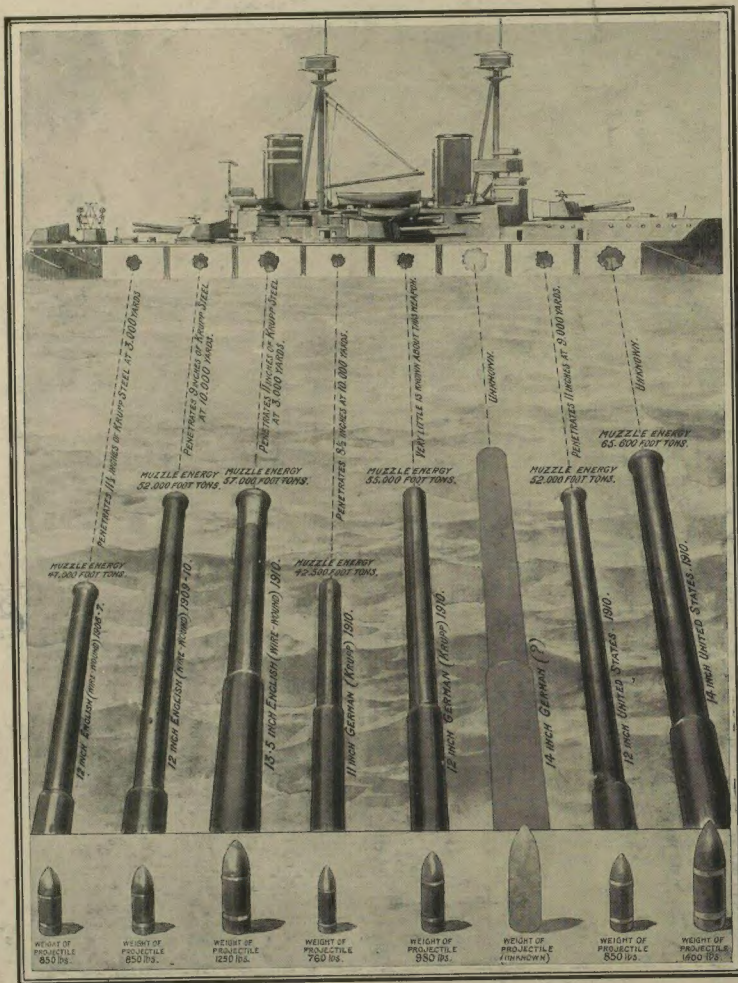
tons of metal can be hurled at once from one ship on to the same target at a distance of over five miles. The best ship of the pre-Dreadnought era could not discharge more than two tons of metal, and the *Dreadnought* can only fire a broadside of three tons.

It is not enough, however, to have guns of great range and power unless there are means to hand for using them with the greatest effect against moving objects a considerable distance away. Some fourteen years ago, Mr. A. H. Pollen was a guest on board the cruiser *Dido*, and saw her carrying out firing practice at a range of 1400 yards; but it occurred to him as strange that while at that time a 4.7-inch gun on shore at the defence of Ladysmith was being used to silence the Boer "Long Toms" at a distance of five miles, here at sea a similar gun was being used at a range of less than one mile. The reason given him was that practice could not be made at a longer range for want of an accurate range-finder. On investigation, however, he found that other elements entered into the calculation, and discovered that if two ships were approaching one another at a combined speed of 50 knots, and the first shot was fired at a range of 10,000 yards, the range would have altered by nearly half a mile while a 6-inch projectile was in the air. In other words, to hit a moving ship so far away, the shot must be aimed at a position ahead of her, not at the place she occupies at the moment of firing; the speeds of both vessels and the time taken by the projectile having to be allowed for. After years of investigation and experiment along this line, Mr. Pollen has produced scientific instruments for ascertaining the speed and course of the enemy that are almost automatic. Others have been active in the same direction, so that to-day there are "rate-of-change clocks" and similar technical appliances which make it possible for a ship to keep on firing with the certainty of hitting her enemy although the latter cannot be seen owing to smoke and the like.

Quite as important have been the inventions of Admiral Sir Percy Scott, first for teaching the men to aim straight; and secondly, for enabling the whole of the armament to be directed from a central station, in which the range, deflection, and corrections could be quietly thought out apart from the confusing noises which must necessarily prevail near the guns themselves. In pictures of the later vessels the "Scott director" may be observed, in the

form of a hat-box or large pill-box, placed high up the mast.

Space forbids reference to the many other aids to quick and accurate shooting now in use—ammunition-hoists, range-finders, loud-speaking telephones for verbal orders, electric contrivances for communicating messages between the "spotter" aloft and the gun-layer below, and the many wonderful machines which make the rapid loading, training, and elevation of the guns possible. Thanks to the thorough and scientific methods for teaching the seamen how to use these complicated devices at the great gunnery schools at Whale Island, Portsmouth, and the other naval ports, the Fleet has never been more competent to hit first, hit hard, and keep on hitting, to borrow the famous phrase of Lord Fisher.



GREAT NAVAL WEAPONS: GIANT GUNS—THEIR MUZZLE-ENERGY, PROJECTILES, AND PENETRATING POWERS.

The British 13.5, which was known as the 12-inch-A until the "Lion" was launched, has a length of 45 calibres, and a muzzle-energy ten per cent. greater than that of the 50-calibre 12-inch of 1909 and 1910. It may be noted that the calibre is the diameter of the bore of a gun. The statement that a gun has a length of 45 calibres, for example, implies that the gun's length is forty-five times the bore's diameter. Thus a 12-inch gun of 45 calibres is 45 feet long.

It has been told in an earlier article how in the Dreadnought all guns below 12-inch which were intended for use in fleet actions were abandoned, so that, instead of three sizes of guns in the main armament, only one was mounted. This change has been accompanied by advances in the method of distributing the guns in the ships so as to obtain greater concentration of fire. In the latest pre-Dreadnoughts, only half of the 9.2-inch and 6-inch guns mounted could be fired on either broadside. In the Dreadnought herself and her immediate successors, only eight of the ten 12-inch guns could be trained on either side. But in the *Orion* and later ships—all the vessels, that is, which have 13.5-inch guns—the whole of the heavy guns can fire on either beam at the same time. In other words, no less than five-and-a-half

HARVESTING IN THE VALLEY OF DEATH: SHEAVING CORN UNDER FIRE

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY J. W. PARKER, WHO HAS JUST RETURNED FROM THE BELGIAN AREA OF OPERATION.



WHILE GERMAN SHELLS BURST IN THEIR FIELDS: PEASANTS GETTING IN THE CROPS IN THE VALLEY AT TIRLEMONT DURING A DUEL BETWEEN BELGIAN AND GERMAN ARTILLERY.

During the stubborn resistance to the German invading army which was made by the Belgian Army around Tirlemont, the no less vital importance of getting in as much as possible of the harvest, before it was trampled upon by the troops in their advance, was not lost sight of by the stout-hearted Belgian peasants. Our illustration, which was drawn from material supplied by Mr. J. W. Parker, who has just returned from the Belgian area of operations, shows the villagers at work whilst the German and Belgian

artillery are fighting a duel of shells practically over their heads. The Belgian artillery can just be seen in action on the hill towards the left of our picture. On the lower level, near the road, are the Belgian trenches. German shells are bursting in the fields and on the house-tops. The German artillery was stationed away to the right, in an area not shown in the drawing. Many similar incidents were noted during the German advance.—[Drawing Copyrighted in the United States and Can.]

LITTLE BELGIUM'S GALLANT FIGHT AGAINST THE GERMAN

AND THE GERMAN ARMY.

INVADERS: SCENES AND INCIDENTS OF THE GREAT WAR.

FARRINGTON PHOTO. CO., AND ILLUSTRATIONS BUREAU.



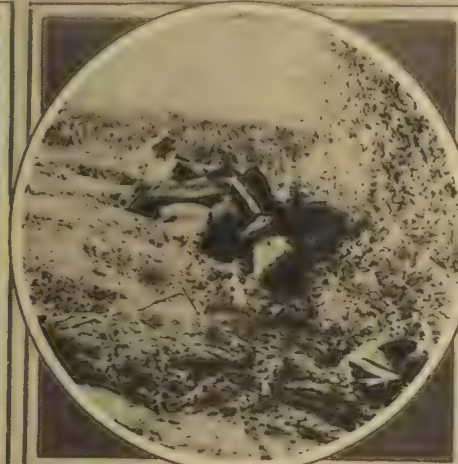
A DUMB VICTIM OF THE WAR: A DEAD HORSE LEFT ON THE ROAD AFTER A CAVALRY CHARGE AT HAELEN.



BELGIAN INFANTRY AWAITING THE GERMANS BEHIND A PRIMITIVE BARRICADE: THE GALLANT DEFENCE OF LOUVAIN.



BRUSSELS JUST BEFORE THE GERMAN OCCUPATION: CIVIC GUARDS AND WORKMEN MAKING TRENCHES WHICH WERE NOT DEFENDED.



THE PRICE OF PATRIOTISM: A BELGIAN SOLDIER WHO FOUND DEATH ON THE FIELD OF HONOUR.



OCCUPYING A STRATEGICAL POSITION: BELGIAN INFANTRYMEN ON THE BARRICADE AT LOUVAIN.



AN EARTHQUAKE-LIKE EFFECT: A RAILWAY LINE AT LOUVAIN.



DEFENSES THAT WERE NOT USED WHEN THE GERMANS CAME.



A BARRICADE IN THE OUTSKIRTS OF BRUSSELS.



TROPHIES: GERMAN SADDLERY AND ACCOUTREMENTS TAKEN AT HAELEN.



CAMARADERIE IN WAR: A BELGIAN SOLDIER PREPARES TO AID A COMRADE FALLEN BY THE WAY.



THE FATE OF MANY A CHARGER: DEAD HORSES ON THE ROAD FROM DIEST TO HAELEN.



AFTER GALLANTLY DEFENDING THE "KEY TO BRUSSELS": THE RETREAT OF BELGIAN CAVALRY FROM LOUVAIN.



THE RETREAT OF BELGIAN CAVALRY FROM LOUVAIN.



DOGS USED TO DRAW MACHINE-GUNS: BELGIAN TROOPS ON THE RETREAT TO ANTWERP.

These incidents show a number of incidents of interest in connection with the fighting between the Belgians and the invading German Army, when the heroic Belgians were earning the gratitude of their French and British Allies by so magnificently delaying the enemy's advance, and thus upsetting their pre-arranged time-table of the course of the early stages of the war, and causing them considerably to modify their plan of campaign. In thus covering the final stages of the mobilisation of her Allies, enabling them to bring their main armies into position for the great battle, the gallant Belgians lost many of their brave soldiers on the field of honour, and saw their villages and their corn-fields ruthlessly destroyed in the whirlwind of war.

They lost also their historic capital—a loss, it is true, of no strategic importance, but one which must have been very galling to their national pride. For all these things the nation, as well as the French, owe them a debt which can never be fully repaid. It is gratifying, however, to note that France and Britain have each advanced the Belgian Government a sum of £10,000,000 for future expenses of the war, and that a fund is being raised in this country for those Belgians who have suffered in the war. The need of the homeless Belgian peasants is more pressing than our own needs, and the response should be a generous one.

HOMELESS AND HOPELESS: THE WEARY WAY THE REFUGEE MUST TRUDGE FROM BURNT-OUT VILLAGE TO FALLEN CITY.

DRAWN BY J. SPENCER PRYSE.

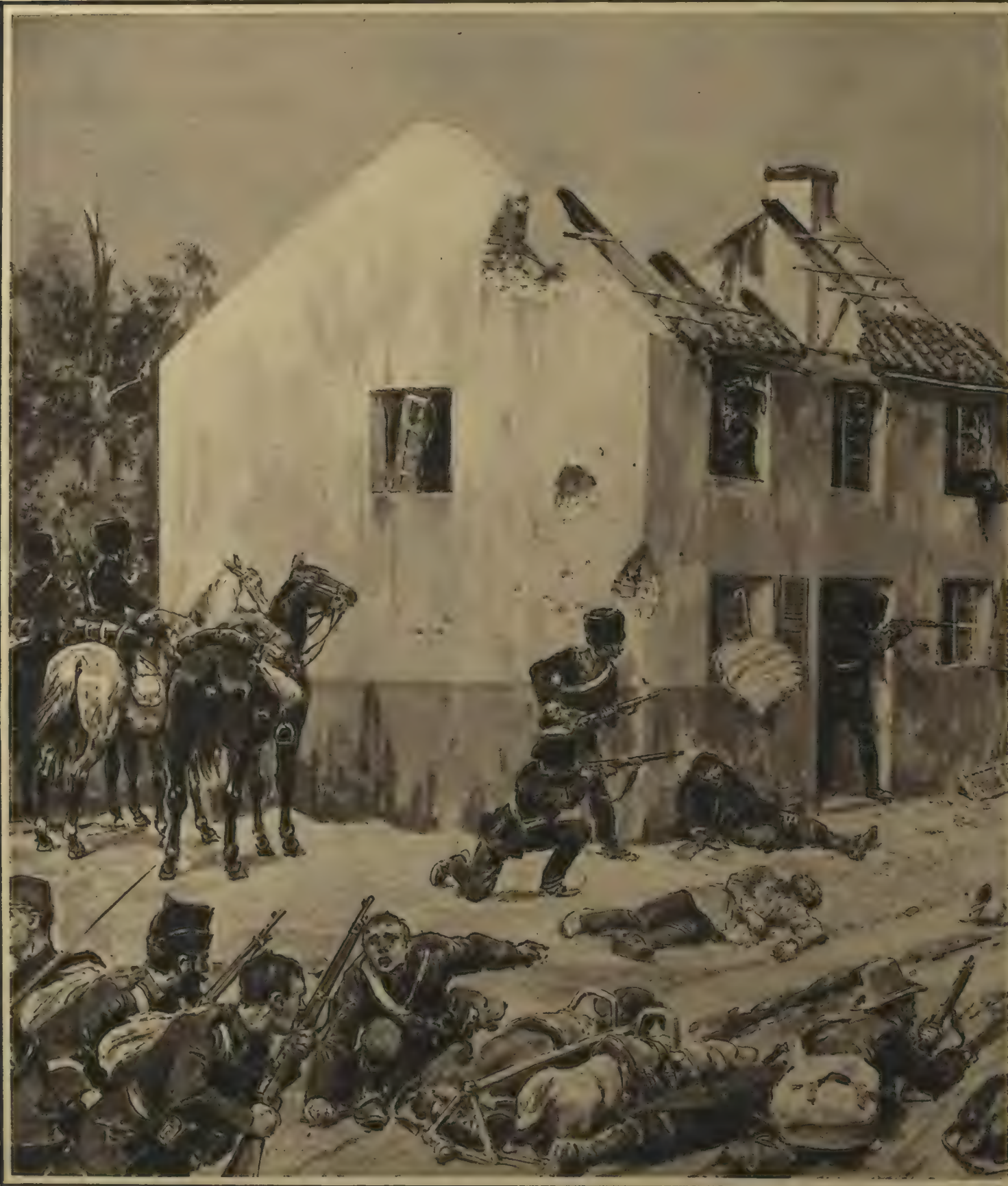


"AND NOT A SHOT COMES BLIND WITH DEATH, AND NOT A STAB OF STEEL IS PRESSED HOME, BUT INVISIBLY IT TORE AND ENTERED FIRST A WOMAN'S BREAST";
BELGIAN WOMEN AND CHILDREN IN FLIGHT BEFORE THE GERMAN INVADERS.

Woman has to bear the brunt of disaster in the field, and often enough suffers the death of the heart where her beloved suffers but the death of the body, and the death in the field of honour. The plight of the Belgian women and children is very pitiable. For their relief, a fund has been started in this country; and subscriptions may be sent to the Belgian Minister, at the Legation, 15, West Hallam Street, Belgrave Square, S.W. (Drawing Copyrighted in the United States and Canada.)

WHEN GERMANS IN CLOSE FORMATION WERE "MOWED

DRAWN BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY J. W. PARKER



DOWN" BY DOG-DRAWN QUICK-FIRERS: FIGHTING AT HAELEN.

AND A. MUIRHEAD, ON THEIR RETURN FROM THE HAELEN FIGHTING DISTRICT.



WITH THE CANINE TEAMS LYING DOWN QUIETLY BEHIND THE GUNS: BELGIAN

One of the most remarkable features of the German campaign in Belgium has been the way in which the German Emperor's troops have advanced in close formation, thereby incurring great losses. The fighting at Haelen, a place of some importance, is a case in point. The battle began on the morning of the 12th, when the Germans appeared on the road from Haelen to Herck. They were met by Belgian artillery and Belgian cavalry who charged in small detachments across fields. The German infantry, who were losing many men,

INFANTRY (WITH MITRAILLEUSES) AND GUIDES REPELLING A GERMAN ATTACK.

disdained to take cover, and the gaps in their ranks were filled up by other men. In the afternoon German cavalry made a fierce attack upon the barricades, and were decisively repelled by the Belgian fire. A column of German cavalry also showed itself before the Belgian mitrailleuses on the road from Haelen to Herck, and, it has been said, "men and horses fell like flies." In order to retire. In the foreground are the dogs used to draw the machine-guns, lying down quietly during the action, as they are trained to do.

DAMAGED BY ITS DEFENDERS AND ITS ATTACKERS: VISÉ IN RUINS.

FAIRBANKS ILLUSTRATIONS



BLOWN UP BY THE BELGIANS THAT THE GERMAN CROSSING OF THE MEUSE MIGHT BE HINDERED: THE WRECKED IRON BRIDGE AT VISÉ.



AFTER THE TOWN HAD BEEN SACKED BY THE GERMANS: THE DEVASTATED AVENUE DE MAASTRICHT, THE PRINCIPAL STREET OF VISÉ.

It was at Visé, a small town on the Meuse between Liège and the Dutch frontier, that General von Emmich, the leader of the first German army corps to invade Belgium, made his earlier attempts at crossing the river. The ill-fated little place has had to suffer from friends as well as foes. Immediately Germany's intention to disregard the neutrality of Belgium was avowed, the Belgian engineers from Liège blew up the iron bridge across the Meuse at Visé. After that, when the invaders arrived, the Liège forts

bombarded the river bank at Visé to prevent the Germans throwing pontoon-bridges across the Meuse. The sack and burning of Visé was the final calamity that befell the place. That was after the Germans had passed the river. Infuriated at some shots fired at night from one of the houses, the troops left in occupation sacked and plundered Visé, and it has been alleged that they perpetrated cruel outrages on the inhabitants and ravaged the whole town. In any case, Visé suffered terribly.

GALLANT BELGIUM AND BRITAIN'S FLAG: A WAR DEMONSTRATION.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY A BRITISH OFFICER WHO HAS JUST RETURNED FROM BELGIUM.



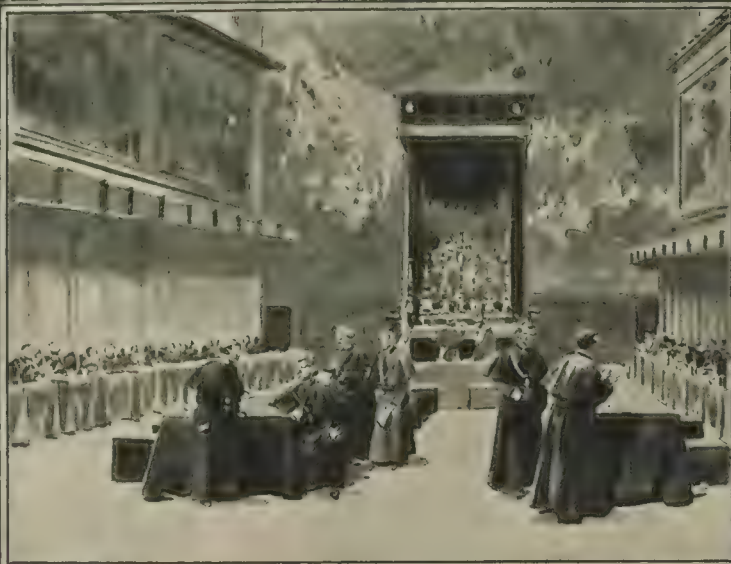
KISSING THE UNION JACK OUTSIDE THE BRITISH CONSULATE AT OSTEND: HOW BELGIUM HAILED THE NEWS OF THE SAILING OF THE BRITISH EXPEDITIONARY FORCE—AT TWO O'CLOCK IN THE MORNING.

"The Belgians were at first extremely dubious of our intention to send troops to Belgium to support them, and night after night," describes a British officer recently returned from Brussels in a letter published in the "Daily Telegraph," "at a certain well-known seaside resort they crowded about the British Consulate for news. When it was definitely known that the British Expeditionary Force had started, Belgian men and women asked for the Union Jack to be brought out by the Consul, and when this was done, they filed past, kissing it. I saw this

with my own eyes." By the courtesy of the proprietors of the "Daily Telegraph," we have been enabled to get in touch with the officer in question, by whose aid the illustration above has been made. The incident took place, he says, at Ostend, at two in the morning. The crowd came thronging before the Consulate, and called for the British flag to be brought out. The Consul at once complied, and held a Union Jack out over the balcony on his house. Whereupon the crowd caught hold of the bunting and kissed the flag.—[Drawing Copyrighted in the United States and Canada.]

THE MAKING OF A POPE: ELECTION CEREMONIES AT ROME.

DRAWN BY FRÉDÉRIC DE HAENEN.



THE CARDINALS GATHERED TOGETHER FOR THE ELECTION OF A SUCCESSOR TO THE DEAD POPE.



A CARDINAL REGISTERING HIS VOTE.



BURNING THE VOTING-PAPERS AFTER THE ELECTION OF THE POPE.



A PASSING OF THE POPE IN STATE PROCESSION.



THE NEW POPE PERFORMING HIS FIRST PUBLIC ACT—BLESSING THE PEOPLE.

WHEN THE CARDINALS ARE ISOLATED AT THE VATICAN TO CHOOSE A NEW HEAD OF THE ROMAN CATHOLIC CHURCH: PROCEEDINGS DURING AND AFTER THE ELECTION OF A POPE

Owing to the war, some doubt has been expressed whether the normal course may be followed in the election of a new Pope, and it is expected that the Conclave of Cardinals will not meet until September 3. As a rule, when all the Cardinals have arrived in Rome, they and their suites are enclosed in a portion of the Vatican called the Cortile di San Damaso, which, until the election is made, is absolutely cut off from the outside

world. The Sistine Chapel is converted into a voting-chamber, where each Cardinal is provided with a table, chair, and voting-paper. Great care is taken to preserve the secrecy of the ballot, and to prevent any candidate from voting for himself. To be elected, a candidate must receive a two-thirds majority, and thus several ballots may have to be taken and the election may last for several days, or longer.

THE PASSING OF A POPE: FUNERAL CEREMONIES AT ROME.

DRAWN BY FRÉDÉRIC DE HAENEN. PHOTOGRAPH OF POPE PIUS X. BY FELICI.



TIME-HONOURED CUSTOMS USUALLY OBSERVED AT THE VATICAN AFTER THE DEATH OF A POPE; WITH A PORTRAIT OF THE LATE POPE, PIUS X.

The death of Pope Pius X. on August 20 was no doubt hastened by the war, which had been a great grief to him. He, in fact, did all he could to avert it. At the death of the Pontiff, many ancient ceremonies, some of which we illustrate here, are usually observed; but on the present occasion much of this ceremonial has been curtailed, partly owing to the war, and partly to the late Pope's own love of simplicity. For instance,

by his own wish, his body was not embalmed, a fact which shortened the period of lying-in-state, usually a week. After lying-in-state in the Chapel of the Holy Sacrament at St. Peter's, the body, as a rule, is interred in St. Peter's pending the completion of the mausoleum in which it is finally to rest. The funeral rites—which extend over three days—conclude with an evening ceremony of incomparable splendour.



SCIENCE JOTTINGS.

SCIENTIFIC INVENTIONS IN WAR.

FOR the last century and a half science has devoted itself almost without intermission to the improvement of weapons of war, and, with rather less industry perhaps, to the means of protection against them. The rifling of gun-barrels, the armour-plating of ships, breech-loading rifles and cannon, machine-guns, torpedoes, submarines, aeroplanes, and air-ships have followed one another in such quick succession that a visitor from another planet might think the one preoccupation of science was the enabling man to slay his fellows wholesale and with certainty. During this period, the War Offices of Europe have been besieged by a crowd of inventors, every one of them clamorous for the adoption of his own particular device, and loud in his assertion of the enormous superiority over all rival States that its adoption would confer on the Power using it for the first time.

It cannot be said, however, that the forecasts of these inventors have often been fulfilled. The Minié rifle, which made its appearance during the Crimean War, gave our troops no special advantage over our then enemies and present allies. Ironclad ships, first put to a practical test in the American Civil War, also left things much as they were, thanks partly to the capture and use by the Confederates early in the war of one of the Federals' ironclads. The Prussian needle-gun, which was the first breechloading rifle, did not do the wonderful things expected of it in the assault by Prussia and Austria in 1866 on sturdy little Denmark, nor in the Seven Weeks' War between the Allies which followed two years later; while the French chassepot, a much superior weapon, failed to hold its own against the needle-gun in 1870, and the machine-gun which it was then said would by itself almost suffice to annihilate the German masses did hardly any appreciable damage. The armour-piercing shell of the Americans had, indeed, little difficulty in destroying the ill-found and old-fashioned Spanish ships at Santiago, and the Japanese torpedoes accounted for a good part of the Russian fleet in the Pacific; but in both cases superior seamanship rather than armament had most to say to the result. As to submarines and air-craft, their value in warfare has yet to be proved.

The reason of this apparent failure of science is probably twofold. In the first place, theory

is a very different thing from practice, and as the inventions named have generally been the work of civilians, they had to be well used and tested by soldiers in actual warfare before their real merits could be brought out. Another consideration is that, while human nature remains what it is, the soldier will

Thus the breech-loading rifle and the machine-gun, when peace was declared, were quickly adopted by every European army; and the same may be said of ironclads, torpedoes, and other naval inventions. With them all, the proper function of the weapon was not discovered until after a long experimental use of it. The fact that we tried Robert Fulton's torpedoes against Napoleon's ships without any effect is, perhaps, sufficient proof of this proposition. We may be sure, then, that neither the Zeppelin air-ships nor any other of the new weapons of which Germany is said to have secured the exclusive use will give her any overwhelming advantage in the present war. Nor has one, on the other hand, any great faith in the Committee, although it is distinguished by the presence of such lights of science as M. Violle and M. Painlevé, to which the Académie des Sciences has relegated the examination of all new inventions for destroying the enemy *secundum artem*.

There remains one point, however, in which science can really give one combatant in modern warfare an immediate superiority over the other, and this is in the case of the soldiers' health. The losses by disease of an English Army in the field have only too often proved greater than those caused by the enemy's weapons; and the ravages of typhoid, dysentery, and other complaints in the South African War showed that we had in that respect learned little since Crimean days. It is one of the glories of science that, by attention to its teachings, the Japanese medical staff in Manchuria reduced the losses of their armies under this head to a minimum, and it will be our shame if we do not in the present struggle show that we have at last learned our lesson. Epidemic diseases must come when large masses of men are exposed to privations and herded together over ground made sick and foul from over-use; but the War Office may be trusted under its present head to do what it can to mitigate their horrors. Much, however, will depend on the soldier himself. We shall this time, to all appearance, be fighting in a climate much like our own, over an area abundantly watered, and among towns endowed with good and modern sanitation, and the observance of the rules of hygiene ought, therefore, to be comparatively easy. The strictest cleanliness in our camps, free use of disinfectants, and the avoidance by both officers and men of all drinking-water which has not been boiled and filtered may be of more use to us in these conditions than many "armies with banners."

F. L.



ADAPTED FOR FORTRESS-DEFENCE: A HOTCHKISS MACHINE-GUN ON A PARAPET MOUNTING.

Hotchkiss machine-guns have been used successfully by the Belgian Army during the fighting with the Germans. They are also employed by the French Army for their aeroplane service.

Photograph by Courtesy of Messrs. Hotchkiss & Co.

always require a comparatively long and severe training in the use of any new weapon before he can do much with it in the heat and stress of battle, and by the time this is given the advantage of surprise is lost.



FIRING FROM AMBUSH: BELGIAN SOLDIERS WORKING A HOTCHKISS MACHINE-GUN.



AS USED BY THE FRENCH ARMY FOR AIR SERVICE: A HOTCHKISS MACHINE-GUN MOUNTED ON AN AEROPLANE.

Photographs by Courtesy of Messrs. Hotchkiss & Co.

THE WORLD-WIDE WAR: SCENES FROM EAST AND WEST.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD, FRADLEK AND YOUNG, ILLUSTRATIONS BUREAU, ROL, L.N.A., AND TOPICAL.



GERMANY'S NEIGHBOUR NORTH OF THE KIEL CANAL TAKING PRECAUTIONARY MEASURES: KING CHRISTIAN (X) AT THE DANISH ARMY MANOEUVRES.



REPORTED TO HAVE BEEN BOMBARDED BY THE JAPANESE FLEET: TSINGTAU, THE GERMAN SETTLEMENT AT KIAOCHAU.



TREATED BETTER THAN SOME BRITONS IN GERMANY: GERMAN PRISONERS AT CARDIFF GIVEN CIGARETTES.



THE FIRST GERMAN FLAG CAPTURED BY THE FRENCH: A TROPHY AT THE MINISTRY OF WAR IN PARIS.



ONE EXPLOIT BY THE "GOEBEN": A GERMAN SAILOR ON BOARD A FRENCH MAIL STEAMER.



LONDON MOTOR-BUSES CONVERTED INTO TRANSPORTS: AN INTERESTING TRANSFORMATION.



GENERAL GRIERSON BURIED WITH MILITARY HONOURS: THE FUNERAL PROCESSION IN GLASGOW.

Denmark has proclaimed neutrality. King Christian (seen on the right in the group of three in the centre foreground of the photograph) has not mobilised his army, but the Holstein frontier-guards have been reinforced and a vote of credit of £55,000 passed by the Danish Parliament for military precautionary purposes. A Danish Foreign Legion Corps is stated to be in formation in England. Our second photograph shows part of the German settlement at Tsingtau, which the Japanese began to bombard on August 24. In regard to the photograph of a Cardiff girl giving cigarettes to German prisoners, we may mention that it has been officially denied that German prisoners are being better

catered for than British soldiers in the field. The German flag shown was taken in Alsace, and belonged to the Kaiser's 132nd Line Regiment. The "Goeben" incident took place in the Dardanelles, when a German officer and sailor from that vessel boarded a French mail-steamer and destroyed her wireless installation. The motor-buses seen are being used for Army work. Their tops have been removed and the 'buses converted into transport vehicles. Our last illustration shows General Grierson's coffin passing through Glasgow to the cemetery on August 22. He had been appointed to command the Second Army Corps, but died suddenly in a train on the 17th.

INVADERS AND DEFENDERS OF BELGIUM: THE GERMAN ADVANCE MARKED BY RUINED TOWNS AND VILLAGES.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, FARRINGTON PHOTO. CO., SPORT AND GENERAL, AND VEREENIGDE FOTOBUREAU, AMSTERDAM



THE HARVEST OF WAR AMID PEACEFUL HARVEST FIELDS: A GERMAN TRANSPORT NEAR BRUSSELS WITH FODDER FOR THE CAVALRY HORSES.



FOOD FOR THE GERMAN SOLDIER TO FIGHT ON: SERVING-OUT RATIONS OF HAM AND BREAD.



A BUGLE-CALL TO PREVENT FIRING BY NON-COMBATANTS AND GERMAN REPRISALS: THE OSTEND CIVIC GUARD WARNING THE INHABITANTS.



IN THE BELGIAN TOWN WHICH THEIR ADVANCE GUARD BURNT AND PILLAGED: A GERMAN SUPPLY-COLUMN, ACCOMPANIED BY UHLANS, PASSING THROUGH VISÉ.



IN STRICKEN MOULAND: GERMAN FORAGE-VANS CROSSING A BRIDGE IN A RUINED BELGIAN VILLAGE.



THE PLAGUE WHICH RAVAGED THE FAIR FIELDS FIFTEEN MILES



OF BELGIUM: A GERMAN CAMP NEAR MOULAND, FROM LIÈGE.



THE DOG-DRAWN QUICK-FIRERS TEMPORARILY OUT OF THE FIRING LINE: A BELGIAN GUN-SECTION RESTING AFTER THE FIGHT AT LOUVAIN.



WITH SMOKE FROM BLAZING TIRLEMONT IN THE DISTANCE: BELGIAN ARTILLERY FALLING BACK ON LOUVAIN.



NOT RECOGNISED BY THE GERMANS AS REGULAR BELLIGERENTS: HALL TO HAND OVER THEIR WEAPONS



THE GARDE CIVIQUE IN BRUSSELS MARCHING TO THE TOWN THE DAY BEFORE THE GERMANS CAME.



GERMANS IN A BELGIAN TOWN WHICH THEY SACKED AND BURNT: FORAGE-VANS IN VISÉ.

As the huge German armies moved through Belgium to meet the British and French forces on its southern frontier in the great battle, they passed through many towns and villages which their own advance-guard, a week or two before, had burnt and pillaged. Such was the case, for example, with the little town of Visé and the village of Moulain, which were among the first to suffer for resisting the German invasion. With regard to the photograph showing men of the Civic Guard at Ostend warning the inhabitants, by bugle, to deliver up all fire-arms to the municipal authorities, it may be recalled that there was a report on the 22nd that the Germans had reached Ostend. The post office and other public services were closed, and all foreigners were ordered to leave the town. The Garde Civique were disbanded, as was also done at Brussels, Ghent, and Bruges, the Germans having announced that they

would not recognise this force as regular belligerents. The men were very reluctant to give up their arms. At Brussels they had made all preparations, by digging trenches in the outskirts of the city, to resist the entry of the Germans, and they were grievously disappointed when they were forbidden to do so. Some of the men, indeed, were in tears. It is said that the Germans had threatened to lay Brussels in ruins if a single shot were fired at them in the streets during their entry into the city. In a proclamation to the citizens before the Germans came, the Burgomaster of Brussels, M. Adolph Max, wrote: "So long as I am in possession of life and liberty, I will protect with all my might the rights and the dignity of my fellow-citizens. I implore the population to assist me in my task by abstaining from any hostile act, any use of arms, and any participation in fights or discussions."

IN SORRY PLIGHT: DEPENDENTS OF OUR BRAVE BELGIAN ALLIES.

PHOTOGRAPHS BY PHOTOPRESS, NEWSPAPER ILLUSTRATIONS, ILLUSTRATIONS BUREAU, C.N., AND FARRINGTON PHOTO. CO.



ON THE ROAD TO BRUSSELS BEFORE THE CAPITULATION: PEASANT WOMEN AND CHILDREN FROM THE OUTLYING VILLAGES.



"IN A CONTINUAL STREAM ON FOOT, AND IN ALL KINDS OF VEHICLES": REFUGEES ASSISTED BY OX-CARTS FROM THEIR FARMS.



"HAVING LOST THEIR HOMES, THEIR MONEY, AND THEIR MEN": TYPES OF BELGIAN PEASANTS.



A BABY ON A BED OF STRAW IN A BATHING-MACHINE AT OSTEND: REFUGEES "CAMPING."



"WITH CHILDREN IN THEIR ARMS, FLEEING ALONG THE ROADS FROM LOUVAIN": A TYPICAL FAMILY.



ON THE DREARY, DUSTY ROAD TO THE CAPITAL: PEASANT FAMILIES, ASSISTED BY THEIR FAITHFUL DOGS, TRAMPING INTO BRUSSELS.



A TEMPORARY HAVEN OF REST: FOOT-SORE REFUGEES, OF ALL AGES, ARRIVING IN THE STREETS OF BRUSSELS FROM THE COUNTRY.

The plight of the peasant population of our Belgian allies is pitiable in the extreme. Having been drawn into a war which was none of their seeking, the Belgians put up a heroic defence which delayed the invading enemy for more than a fortnight and enabled the Allies to complete their mobilisation and bring their main armies into line. In doing so the people of the country have suffered cruelly, and have had it borne upon them that the horrors of war are not wholly in the firing-line. They have lost their homes, their money, and in many cases their men. With what they could take away

with them in oxen-wagons, dog-carts, and in bundles on their shoulders, they have tramped along the dusty roads from their village homes to seek what shelter they could find in the cities beyond the field of battle. To the Allies to whom they have done so signal a service, the people of Belgium are now looking, and not in vain. Arrangements are being made, not only to finance Belgium in the struggle which still lies before us all, but to clothe and care for in this country and in France the brave peasant people who have lost their all in their country's stand for freedom.

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UNITY of doctrine is the great essential in modern armies—and incidentally is one of the most difficult things to acquire. For it demands a consistent and coherent tactical and strategical education which must infuse the very life blood into the troops—without it the most admirable texts and precepts enshrined in regulations are but bare bones and dry dust. General Langbois, a French officer of brilliant reputation, says: "Sans doctrine les textes ne sont rien."

And it might be remarked that the first great failures of the British troops against the Boers were principally due to this cause. The German great General Staff report: "The leaders—superior and subordinate—had no mental grasp of the requirements of modern battle." In the same manner the Russian troops in Manchuria lacked a unity of doctrine. The late Commander-in-Chief, General Kuro-patkin, pointed out times out of number how great was the want of proper organisation, due solely to the divergent ideas held by his commanders in the training and leading of their units. Now the Japanese Army was trained by German officers. In the middle of the eighties a course of instruction was given it by the then Major Meckel. From that time the close similarity between it and German military institutions is traceable in its organisation, administration, and its regulations. But their Muscovite antagonists had no conception of any doctrine of war to pit against then trained by Meckel to think like Moltke.

So it was that the Russian Army, along with the rest, failed to improvise a conception of war—that is a fact of importance in directing criticism against both sides engaged in that campaign.

It is not the purpose of this article to show how war is not to be conducted, but to show how officers are taught to win battles by two distinct lines of thought—by the German and by the French; the British Army is now inclined to follow the latter. The only fault may be, as General H. H. Wilson, Director of Military Operations at the War Office, has remarked, whether the British Expeditionary Force is a weapon so finely tempered, so organised and administered, as to enable its commander to employ it in this most delicate of all operations—i.e., to follow the French plan of battle.

In what is now known as "the new French system of war," their leaders believe they have evolved a plan of operations which will enable them to hold back the flanks by which their Teutonic opponent hopes to encircle them and to beat his columns in detail before their movement culminates in co-ordinated attack. To do this they have carefully followed the long-forgotten methods by which the great Napoleon won his victories. They husband their reserves—as against the present German methods of hurling all their troops in the fighting line—until the situation is ripe for what that great captain called *l'événement*. In this way a decision is compelled by fresh troops being thrown in by the commander-in-chief at a time and a point that he deems valuable in the light of information obtained of the disposition and movements of the enemy. Battle, according to the French idea, is comprised in two distinct operations—the action of a detachment of all arms, called "General Advance Guard," including an

Current Views on Continental Warfare.

unusually large proportion of cavalry and machine-guns, whose rôle is to discover the enemy's dispositions, to contain him with fighting, without, however, being self-destructed, and so give the leader a target, for decisive attack by the mass of the army, held back by him until the moment arrives for that portion of the hostile army whose destruction will most vitally affect the situation to be overwhelmed. In some cases it will be the hostile centre that he tries to destroy, but more often a column or columns forming the hostile flank. Against such a flank a force so overwhelming will be launched that it will be outnumbered, outfought, and smashed before assistance can arrive.

Thus it will be seen that the new French conception of war postulates a very high degree of skill and character in the two men on whose judgment and nerve the fate of the army rests—the commander-in-chief of the general advance guard and in the generalissimo. Not only must the former know how to engage the enemy, but must be the master of the more difficult art of knowing when and how to break off the fight. He must be able to fight so as to sweep aside the screen which shrouds the situation, and to draw upon himself a superior hostile force—at the same time he must beat a retreat so timed that his generalissimo can prepare and deliver the great counterstroke, which is the "crowning mercy" of French warfare.

But on both sides of the Vosges it is understood that victory rests in the womb of a resolute offence. The divergence in principle is in this. The Germans contend, and have contended—but always before an ill-organised and badly led enemy—that given adequate numbers and a general direction towards the enemy, which can be ascertained by consideration of his probable course of action, success is sure to follow the offensive, if made with sufficient vigour—that is to say, a vigorous initiative will be bound to force the enemy to conform and to surrender his own scheme of operations. Now the French, admitting that offensive movements can only hope for success if undertaken with adequate numbers and firm determination, believe that the operation should be directed against the most vulnerable spot in the hostile columns, so as to ensure that the blow is both timely and effective. Thus they think the offensive will often be postponed while information as to the enemy is being sought and fought for. That is, without doubt, the great reason why they have been so interested in perfecting the fourth arm—their aerial corps—during the last three years.

German war is a step from an uncertain present to an unknown future. In French war the step into the unknown is taken from the basis of the known. German conception of war shows confidence in courage and faith in "slogging" tactics. French conception of war indicates

faith in trained skill, befitting a nation that has long led Europe in every field of science and art.

Now as to the British Army. In a recent address before the Aldershot Military Society on the subject of "Initiative and the Power of Manoeuvre," in which the prevailing German and French doctrines of conduct in war were lucidly examined and explained,

General Wilson said—

"Which, then, should we adopt?"

"My own opinion is this:—"

"If by forethought, by previous arrangement, by careful and systematic training in everything that goes for mobility, if arrangements can be completed which will allow our force to be based on an arc, then I am a firm believer in the French system of war."

"If, on the other hand, when war breaks out, we find ourselves with no superior mobility, unaccustomed to long and tiresome marches, unaccustomed to carry more than the 'unexpended portion' of the day's rations, ignorant of how to requisition, ignorant of how to billet, still served by horse traction instead of motor traction in our supply services, and operating in a strange country, and not only surrounded by the 'fog of war' but by the fog of war in an unknown tongue, then I am all in favor of the simple and more primitive German methods, and, in vulgar parlance, of having a boxing match."

"But let us clearly understand the difference. (a) In the first case, we give ourselves every chance not only of defeating even numbers, but of annihilating the enemy's forces. (b) Whereas, in the second case, we can only at best hope for some sort of indecisive victory, the action to be renewed on terms disadvantageous to us."

One most important detail in the British Army is now about to be cleared up in a more or less satisfactory manner. That is the transport problem on mobilisation of the troops for war. After all but endless discussion it has now been determined by the War Office that all horses and vehicles are to be classified, selected, and collected by officers of the Army working under the direction of the General Officer Commanding-in-Chief in their military command. This work will then devolve on the adjutants of the various units, who will act under the direct supervision of Deputy Assistant Directors of Remounts. This means that all horses required—with a margin of one quarter per cent., which really should be increased to one third per cent., for casualties—will be brought, upon the issue of proper warrants, to a specified rendezvous. Here, under the care of officers qualified to judge and of specially appointed veterinary surgeons, those fit for use will be registered and taken over. This scheme is especially good in that owing to district selection there will be no more heartburning and jealousy between units for any especially excellent mounts. I can only hope that soon the War Office will enact some like measure for the collection and selection of motor cars, lorries, etc. Assuredly thus putting the transport question on a firm and sound business basis will enable the British Army to gather together in a short time and in an efficient manner means to carry on war which up to the present time it has been quite unable to deal with.

CLARENCE WIENER (Captain).

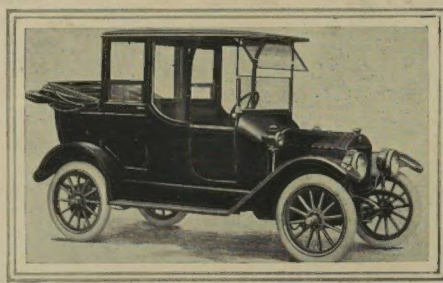
THE CHRONICLE OF THE CAR.

The War and Petrol Supplies. I am beginning to wonder if the reassuring statements made by the petrol companies, relating to the large stocks they hold and the certainty of supplies coming in, are as literally true as we should like them to be. While there does not seem to be any particular difficulty in obtaining supplies in London, this is certainly not the case in many country districts, where one can either not get the spirit at all, or can only obtain enough to fill the tank at exorbitant prices. Anything from half-a crown a gallon upwards for the No. 2 spirit seems to be the rule, and the dealers say that they simply cannot get deliveries. When last I referred to the subject, the excuse was that, although there was plenty of petrol, cans were short, because of the fact that many motorists had laid in a big stock against eventualities and had thus withdrawn from circulation a very large number of these necessary receptacles. Well, it may be that there is something in this, but all the same I don't think it can possibly account for the undoubted shortage in supplies in most parts of the country.

This is a time of all-round strain, and I am most certainly of opinion that if there is indeed a shortage of supply, due to any cause whatever, it would be better if the companies would take us into their confidence and say exactly what the position is. Then we should know what to do about things. We know that supplies must be disorganised, because, apart from the holding up of Russian and Roumanian supplies, the demand for War Office purposes must have reached a relatively enormous figure during the past three weeks. Then the Navy must be taking an abnormal quantity, so that it is frankly misleading for us to be told that supplies are practically normal, especially when we have the evidences of our own experience to show that they are nothing of the kind. Therefore, I repeat that it would be as well if the companies would issue a frank statement as to the real position.

Capturing the Enemy's Trade. In the commercial and industrial war which will come as one of the inevitable consequences of the present upheaval, the British motor trade ought to come by some of its own. There are several directions in which a lot of business can be captured from the common enemy. There is the magneto question, for example. Hitherto some nine-tenths of the magnetos fitted to British cars have come to us from Germany; so this, surely, is one branch of the business in which we ought to score heavily. As a matter of fact, I understand that the matter is receiving attention, and that a committee of the S.M.M.T., under the

presidency of Mr. Harry Smith, of the Rover Company, has been appointed to deal with it. This is only one direction in which there is good work to be done. There are others, since quite a number of British patents in connection with motor-car construction are held by German concerns, and it would pay British constructors to consider carefully



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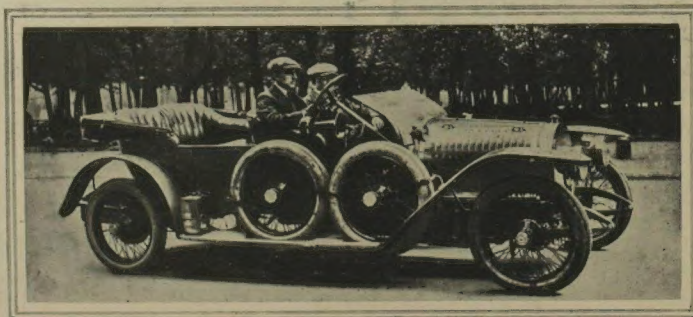
these patent rights with a view to securing their abrogation and the consequent power to manufacture in this country without the necessity of paying royalties. Unfortunately, the subject is one which is distasteful to discuss at length, because of the home interests that have been involved by the war. Some of the best people in the trade—those whom many of us have numbered among our closest

personal friends—have been hard hit, and will suffer even more severely when things come to their final reckoning, because of their association with the German trade. But I am afraid we must look at it from a standpoint even more insular than usual. Neither as a military nor as an industrial Power must Germany be again allowed to stand over us as a perpetual menace to this country; and even though the interests of a few of our friends be at stake, it must be war without ruth and with but a single purpose.

"Business as Usual."

It is an admirable spirit that is behind the call to the community to carry on "business as usual." It was perfectly natural that, on the outbreak of war, something like a wave of panic should pass over the business interests of the country, but now that things have had time to get sorted out, as it were, we are able to see that much of this panic was totally unnecessary. Of course, there is bound to be much disorganisation. Many must go to the wall, but, on the other hand, many will even benefit. For it must be remembered that in a country so favourably situated as our own, and so long as our Navy can retain its command of the sea, a state of war connotes loss principally because the ordinary business of the community is being diverted from its natural course into unusual channels. It is not that we are shutting up the shop, but that we are compelled to sell another class of goods. Therefore, it is up to all of us to keep to our usual habits, so far as we are able, and thus to assist in keeping things going until something like a normal level has been reached. What the motorist can do, if he does not care to use his car in the ordinary way, is to look it over and see whether he cannot give overhaul or repair work to his local repairer, so that the latter, having lost

a good deal of his usual business, may be in a position to keep his staff on pay during this time of crisis and thus save him from swelling the ranks of the unemployed. There are other things the motorist can do, but if he makes this his first thought he will have done something for the good cause. W. WHITTALL.



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WILLS AND BEQUESTS.

THE will of the HON. FRANCIS HERBERT DAWNAY, brother of Viscount Downe, of Easthorpe Hall, near Malton, Yorks, who died on June 27, is proved by his brother, the Hon. Geoffrey Nicolas Dawnay, the value of the estate being £176,138. He gives £10,000 each to his sisters Alice Isabel Dawnay and Edith Mary Grant Suttie; £100 each to his brothers Lord Downe, Lewis Payn Dawnay, and Eustace Henry Dawnay; £100 each to his half-brother and sister Sidney E. R. Lane and Mary Beatrice Lane; £5000 and certain personal articles to Gwendolin Hallows; and the residue to his brother Geoffrey Nicolas Dawnay.

The will of CAPTAIN HERBERT VAUGHAN, of Brynag, Treflan, Cardigan, and Whittingham Lodge, Whittingham, Worcester, who died on March 30, is proved by his son, John Lewis Vaughan, the value of the property being £41,427. His wife and younger children being provided for by settlement, he leaves all the property to his said son.

The will and codicil of MR. JOHN WILFRED MOUNSEY, of The Limes, Mowbray Road, Sunderland, who died on July 4, are proved by his three children, the value of the property being £78,373. Testator gives £500 and £2000 a year to his wife; £100 each to his grand-children; and the residue to his three children.

The will and codicil of MR. HUGH ERIC TREVANION, of 6, St. Stephen's Crescent, Bayswater, and 10, Grand Avenue Mansions, Hove, who died on Sept. 11, 1912, are now proved, and the value of the property sworn at £58,971. The testator gives £1000 to Mary Geneste; £100 to the Bishop of London; £300 each to Rees W. Rees, Leonard J. Maton, and James D. Lumb; £100 to Dr. Sandifer; £50 to Joseph W. Bridges; and the residue to Albert Edward Roe.

The following important wills have been proved—

Captain Erasmus Gower, Castle Malgwyn, Pembrokeshire	£64,495
Canon James William Geldart, Kirk Deighton, York	£64,330
Mrs. Lucy Newland George, Bardon Hill House, Bardon Hill, Leicester	£32,641
Mr. George Ingle Blake, Wardle House, Sale	£30,763
Mr. Robert Law Harkness, Penyard House, near Ross	£28,782
Mr. Haynes Bradford, Clough Road, Rotherham	£28,007

We understand that the proprietors of Stephen's Ink have cabled their customers abroad and advised all shipping agents with whom they deal that they will replace, free of cost, any consignments of Stephen's Inks seized or destroyed by the enemy. As the buyer is thus indemnified against loss, he will have every reason to continue to purchase from this country, thus assisting to keep the hands employed.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

J CHRISTIE (Redditch).—If there is anything in the solutions we have published that requires elucidation we shall be glad to look into it for you.

S J STANLEY (Newcastle).—It is too far back for us to look into at the moment, but when we next refer to the file of this column, we will try and give you an answer.

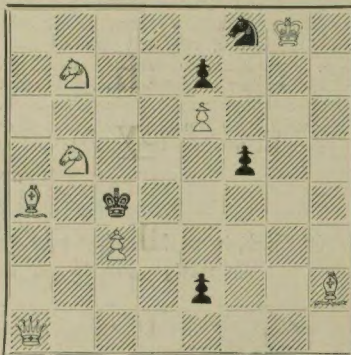
J K (Cricklewood).—You must try again, and look for a move which is not a check.

SOLUTION OF PROBLEM No. 3664.—By C. B. WITHERLE.

WHITE	BLACK
1. B to R 6th	K takes Kt
2. B to K 2nd	K moves
3. Q mates.	

If Black play 1. K to K 5th, 2. B to Q 3rd; and if 1. K to B 6th, then 2. Q to Kt 4th, and 3. Kt mates next move.

PROBLEM No. 3667.—By E. J. WINTER-WOOD.
BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTION OF PROBLEM No. 3657 received from Y Tai Chong (Singapore); of No. 3658 from C A M (Penang); of No. 3659 from G P D (Damascus); of No. 3660 from Henry A Seller (Denver, U.S.A.), and R Tilmarsh (Vernon, B.C.); of No. 3661 from Henry A Seller; of No. 3662 from W Lillie (Marple); of No. 3663 from Mark Dawson (Horsforth), and Dittol Tjassens (Apeldoorn); of No. 3664 from M E Onslow (Bournemouth), A W Hamilton Gell (Exeter), James Gamble (Craigavon), Captain J A Challice, and F J Overton (Sutton Coldfield).

CORRECT SOLUTIONS OF PROBLEM No. 3665 received from J Smart, R Worters (Canterbury), F J Overton, Richard C Durell (South Woodford), H Grasset

Baldwin, W-H Silk (Birmingham), G Stillingfleet Johnson (Cobham), H S Brandreth (Weybridge), J Fowler, W Lillie, Rev. J Christie (Redditch), E A G Jinks (Loches, N.B.), A H Arthur (Bath), J C Stackhouse (Torquay), M E Onslow, W C D Smith (Northampton), Major Deykin (Edgbaston), T T G (Cambridge), Mark Dawson (Horsforth), T W Young (Shaftesbury), A W Hamilton Gell (Exeter), and Arthur Perry (Dublin).

THE PLAYHOUSES.

"DRAKE" AT HIS MAJESTY'S.

IN this crisis of the nation's history Sir Herbert Tree's revival of "Drake" was a patriotic inspiration. Drake was an embodiment of the qualities that are inherent in the race; he was the greatest of the valiant "sea-dogs" who gave us the command of the sea, which once more serves us in such good stead; and he stands out vivid and splendid from Mr. Louis Parker's canvas. Historical plays are apt to be mere affairs of pageant, but Mr. Parker has managed to give us not only stirring stage pictures of "the spacious times," but moving drama and strong characterisation. Notably in the trial scene, and in the last farewell of Drake and Doughty, he has epitomised all that is finest and most forceful in the national sentiment and conscience. For the revival—the proceeds of which are to be devoted to the Prince of Wales's National Relief Fund—Sir Herbert was able to secure the services of a number of the artists who took part in the original production two years ago; but he himself undertook for the first time the name-part, and gave it picturesque and effective performance. Miss Phyllis Neilson-Terry repeated her regal impersonation of Queen Bess, and other familiar and sterling impersonations were the Thomas Doughty of Mr. Philip Merivale, the Christopher Hattton of Mr. Rohan Clensy, and the Elizabeth Sydenham of Miss Amy Brandon-Thomas. The house was crowded in every part, and the patriotism of the audience caught at every opportunity of expression afforded by the fine lines of the play, Mr. Wilfrid Douthitt's singing of "Drake's Drum," and the playing of national anthems between the acts. At the close Sir Herbert Tree was compelled to make a short speech, in which he said that he felt the revival had been well timed, and that the actors were doing the duty that England expected of them.

As a special gift to the Prince of Wales's National Relief Fund, the Oxo Company have presented one ton of Oxo, valued at £700, and have also undertaken to store it free of charge, besides paying carriage on it in small or large quantities, according to orders.

We are asked by the Orient Line to Australia to mention that owing to the restrictions imposed by the authorities during the time of war, no friends of passengers can be allowed on board Orient Line steamers on the day of departure.



The SOPWITH SEAPLANE is of the tractor biplane type—engine and propeller in front—and is the invention of Mr. T.O.M. Sopwith, one of England's earliest aviators and the first winner of the Aerial Derby. The engine fitted to this machine is a 100-h.p. Anzani. It was a Sopwith waterplane of this type upon which Mr. Hawker made his gallant attempt to fly round England in the Summer of 1913, and also which, piloted by Mr. Pixton, won the Schneider Cup and Waterplane championship against the world at Monaco this year.

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